

# ALL ARE CONCERNED

IMPROVEMENT OF NATION'S WATERWAYS OF INTEREST TO EVERY CITIZEN.

## VITAL FACTS ARE PRESENTED

Cost of Getting Grain to Market Materially Reduced Through Shipment by Water—Benefits Distributed All Over the Country.

You may not know it—you probably don't—but it is a matter of importance to you whether the waterways of the United States are improved or not—and this is true no matter who you are, what your business is, or what part of the country you live in. It may be that you are a farmer and you tell me that it is nonsense to say that it can make any difference to you whether the waterways of the country are improved or not, because you live away out west, miles away from any river which is navigable now or ever will be.

Well, I admit that it is not as easy to see as the grain elevator down at your railway station, but the benefit is there just the same—a real, sure-enough, dollars-and-cents benefit. Waterways have already been of tremendous advantage to the farmers of the country and their further improvement will put more money into your pockets and those of your neighbors. Take grain for an illustration. A large part of the grain raised in the country is shipped away from the place where it is grown, some for use in the eastern states and some for export to Europe. Under these conditions the price of grain is not fixed at the nearest railway station. Your wheat, for instance, is worth just what it will bring in Liverpool—less the cost of getting it there. You can see at once that it makes a whole lot of difference to you how much it costs to send your grain to New York or Liverpool—and there's where the waterway comes in.

### Where Economy Comes In.

In 1908 the average cost of carrying wheat from Chicago to Buffalo by lake was one cent a bushel, while the cost by rail to New York was 11.7 cents—almost twelve times as much, although the distance is the same. But grain which is to go all the way by water must be transferred to canal boats at Buffalo. Little canal boats drawn by mules cannot carry stuff as cheaply as big ships driven by steam, so the through rate by water was six cents a bushel, a little over half as much as by rail. For the twenty years ending with 1908 the water rate, on the average, was lower than the rail rate by 6.2 cents a bushel. On the shipments from Lake Superior the difference was greater still, since Duluth is less than 100 miles farther from New York than Chicago is by water and nearly 500 miles farther by rail, but no comparative rates are published.

The beneficial effects of the waterway, through lowered cost of transportation, are not confined to the grain shipped from cities on the lakes, but extend to practically all the grain produced. The total production of the five principal cereals—wheat, corn, oats, barley and rye—during the past 40 years, was over 120,000,000,000 bushels. If the average addition to the value of this vast volume of grain was five cents a bushel, and that seems a moderate figure in view of the facts stated above, the total is more than \$6,000,000,000—nearly all of which has gone into the pockets of the farmers.

But while the beneficial effect of the waterways extends to a surprising distance, a waterway close by exerts a very much more direct and powerful influence than one a long way off. If the Great Lakes and the Erie canal have increased the value of grain all over the west, what do you suppose would happen if the Mississippi, Missouri, Arkansas and Red rivers were so improved that boats could run every day in the year unless hindered by ice?

### Money Needed for Work.

The National Rivers and Harbors Congress is working for the improvement of the rivers, harbors and waterways in all parts of the United States. Chairman Alexander of the rivers and harbors committee, says that \$339,000,000 will complete every project which has been begun or has been recommended by the army engineers. Five hundred million dollars would probably finish up all of these and all the new projects which will be surveyed and adopted within the next few years. The average annual production of the five principal cereals, which during the last ten years has been 4,151,000,000 bushels, has been steadily increasing and will probably continue to increase for some time to come.

The complete improvement of all our waterways would increase the value of every bushel of grain produced by at least five cents—my own opinion is that it would be more than that.

But let us be on the safe side. Suppose we spend a billion dollars on waterways instead of a half-billion; suppose that the production of grain remains as it is instead of increasing; and suppose that the price of grain is increased only 2½ cents a bushel instead of five.

# OFFICIAL ELECTION RETURNS



Supreme Judge:																													
John C. Brown.....	263	218	108	123	82	31	138	83	94	114	51	57	341	339	287	279	68	62	129	69	42	57	80	39	45	27	51	3258	852
James B. Gantt.....	270	112	26	22	150	63	69	49	60	38	105	38	278	229	128	139	31	94	27	20	43	15	120	86	103	25	67	2405	
Supreme Judge (Unexpired Term)																													
John Kennish.....	268	218	108	123	82	31	137	84	96	114	51	57	343	344	292	290	69	62	129	69	42	56	82	40	45	27	51	3290	898
Henry C. Timmonds.....	270	112	26	21	153	63	69	49	62	38	104	38	274	224	125	134	32	91	27	20	43	15	120	86	103	25	61	2392	
Superintendent Schools:																													
Wm. P. Evans.....	271	219	108	123	81	31	138	83	95	114	51	57	346	344	277	284	69	62	129	68	43	58	82	40	44	27	50	3274	859
Howard A. Gass.....	265	112	26	21	153	63	69	49	61	38	104	38	277	227	132	144	30	94	27	21	43	15	121	86	104	25	68	2415	
Warehouse Commissioner:																													
Frank A. Wightman.....	266	220	108	124	81	31	138	83	95	114	51	58	352	345	287	290	69	61	129	69	43	57	83	39	45	27	51	3296	892
T. M. Bradbury.....	269	112	26	21	153	63	69	49	61	38	104	38	273	226	132	138	30	95	27	20	43	15	120	86	103	25	67	2404	
Judge Court of Appeals:																													
Henry S. Caulfield.....	267	222	108	124	82	31	138	84	96	114	51	58	348	342	288	291	69	61	129	69	43	57	82	40	45	27	52	3300	883
Charles W. Bates.....	275	112	26	21	153	63	69	49	61	38	105	38	274	236	131	138	30	94	27	20	43	15	120	86	103	25	69	2417	
Congress:																													
Charles A. Crow.....	256	222	107	124	83	30	141	82	95	114	52	58	318	320	275	268	60	57	105	67	41	57	82	39	45	27	63	3172	647
Jos. J. Russell.....	282	110	26	21	152	63	66	49	61	38	103	38	305	248	144	159	40	105	32	22	44	15	121	86	103	25	66	2525	
Circuit Judge:																													
John A. Snider.....	289	228	105	123	84	31	135	82	95	113	52	55	321	340	269	261	68	67	104	68	41	55	86	40	50	26	51	3337	892
Charles B. Faris.....	255	107	28	23	150	62	69	47	60	39	106	41	297	227	149	161	31	89	30	20	44	18	115	86	98	26	76	2445	
Representative:																													
Herman Rabich.....	230	201	96	119	73	22	129	71	97	113	47	50	324	317	258	267	72	66	91	64	37	52	82	35	39	25	46	3023	394
C. A. Vandivort.....	300	121	32	33	156	70	75	56	60	39	108	43	297	259	159	159	28	90	41	24	49	20	123	89	108	27	72	2629	
Presiding Judge:																													
Martin L. Haupt.....	258	214	103	121	83	31	160	83	98	115	66	55	309	329	259	262	68	65	107	68	41	59	83	39	42	26	53	3198	716
Leon J. Albert.....	270	110	28	23	157	63	39	49	56	37	99	40	316	243	159	161	31	91	30	21	43	14	120	86	106	25	68	2482	
Judge—1st District:																													
Charles Seivers.....	243	192	105	124	94	31	138	80	96	109	50	55																1317	248
L. E. Kies.....	302	142	28	22	144	63	66	52	61	43	107	40																1069	
Judge 2nd District:																													
Will Hirsch.....											371	347	293	289	72	56		88	57	38	34	64	22	44	26	48	1849	364	
Frank Sanders.....											253	227	127	138	29	100		46	31	49	39	140	104	104	26	73	1485		
Probate Judge:																													
Edward D. Hays.....	286	233	104	126	98	42	133	79	102	115	58	49	286	308	260	268	72	65	106	66	44	55	87	40	48	26	56	3217	795
H. E. Alexander.....	238	97	25	19	125	49	71	52	54	37	97	43	341	266	152	149	27	87	28	22	40	18	114	85	98	26	62	2422	
Circuit Clerk:																													
Henry L. Hoffmeister.....	234	202	108	125	85	31	135	77	92	115	51	51	252	334	257	261	63	48	107	65	38	57	80	35	48	28	53	3023	346
J. E. Schmauke.....	301	130	25	20	149	62	71	56	65	36	105	44	372	243	172	164	25	106	31	24	46	17	122	91	98	20	67	2677	
County Clerk:																													
Frederick Goyert.....	272	229	108	124	79	31	139	84	90	114	32	46	359	353	292	298	70	67	106	68	45	60	83	41	45	28	53	3316	934
H. V. Litzelfelner.....	260	103	24	22	156	63	69	47	67	37	129	50	263	223	122	133	28	87	32	20	42	13	118	85	103	24	67	2382	
Recorder:																													
George F. Seimers.....	283	225	110	125	81	33	136	85	101	115	52	56	376	366	301	302	71	73	110	69	47	60	84	42	30	19	54	3406	1091
Carmi Steele.....	256	112	23	21	152	61	69	48	54	37	105	39	249	208	120	130	29	84	29	20	39	13	114	85	118	33	67	2315	
Prosecuting Attorney:																													
James H. Doris.....	191	175	111	126	54	28	131	76	78	111	37	37	286	363	267	280	70	49	81	65	27	52	70	19	32	22	47	2995	308
A. M. Spradling.....	349	162	21	19	169	63	75	55	75	40	119	57	242	211	150	145	31	106	50	22	56	20	126	105	114	29	76	2687	
Collector:																													
J. Frank Caldwell.....	295	243	108	127	97	33	127	82	104	116	52	55	274	270	236	251	71	66	113	72	49	67	103	40	69	29	53	3203	726
Wm. H. Coerver.....	236	87	25	19	133	60	80	48	51	36	104	38	349	304	181	173	29	88	25	16	36	05	99	85	79	24	67	2477	
Clerk Common Pleas Court:																													
Louis Krueger.....	256	217	107	125	82	31	131	81	94	112	51	58	233	320	255	256	69	64	105	67	42	59	79	38	44	27	52	3055	381
Geo. E. Chappell.....	288	121	26	21	154	63	74	52	64	40	106	38	394	255	166	171	30	91	32	21	44	15	124	78	103	25	69	2674	

Republican—Nathan Frank, 314; Albert E. L. Gardner 68; John Peter Huffnagel, 58; John C. McKinley, 1415; Jacob Frederick Schmitter, 94.

Democratic—Sterling Price Bond, 40; John F. Breckenridge, 13; Wm. Brice Cumberland, 0; David R. Francis, 727; James A. Reed, 957; Joseph Drift Shewalter, 29.

Prohibition Amendment—Wet, 3940; Dry, 1710; Wet majority, 2230.

## Notice to Taxpayers.

Notice is hereby given to the taxpayers of Cape Girardeau county, Missouri, that I, the undersigned Collector of the Revenue within and for said county, will be at the places and on the dates named below for the purpose of receiving the taxes for the year 1910.

Tilsit, Hubble township, Wednesday, November 9.  
Burfordville, Kinder township, Thursday, November 10.  
Kurville, Whitewater township, Friday, November 11.  
Millerville, Whitewater township, Saturday, November 12.  
Crump, Liberty Township Monday, November 14.  
Whitewater, Hubble township, Tuesday, November 15.  
Sneed's Store, Welch township, Wednesday, November 16.  
Allenville, Hubble township, Thursday, November 17.  
Dutchtown, Hubble township, Friday, November 18.  
Gordonville, Hubble township, Saturday, November 19.  
Oak Ridge, Apple Creek township, Monday, November 21.  
Daisy, Apple Creek township, Tuesday, November 22.  
Friedheim, Apple Creek township, Wednesday, November 23.  
Arnsberg, Apple Creek township, Thursday, November 24.

Appleton, Apple Creek township, Friday, November 25.  
Shawneetown, Shawnee township, Saturday, November 26.  
Pocahontas, Shawnee township, Monday, November 28.  
New Wells, Shawnee township Tuesday, November 29.  
Neely's Landing, Shawnee township, Wednesday, Nov. 30.  
Egypt Mills, Randolph township, Thursday, December 1.  
Oriole, Randolph township, Friday, December 2.  
Cape Girardeau, December 5, 6 and 7.

After that time at my office in Jackson. Back-tax books will not be carried along. Tax-payers should avail themselves of this opportunity to pay their taxes. If the same are not paid when due seizure of property may be expected as provided by law.

CLARENCE L. GRANT,  
Collector of Cape Girardeau County.

## FINAL SETTLEMENT NOTICE.

Notice is hereby given to all creditors and others interested in the estate of Glover Harris deceased, that I, the undersigned, intend to make final settlement of the estate of said deceased at the next term of the probate court of Cape Girardeau County, Missouri, to be held at Jackson, Missouri, beginning on the 14th day of November, 1910.

## I. M. TIME CARD.

DEPART—Daily.